



RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

To foster, develop and maintain Idaho's aviation programs, facilities and services

VOLUME 44, NO. 1

WINTER 1998

IDAHO STATE AVIATION CONFERENCE MARCH 26-28, 1998 OWYHEE PLAZA HOTEL - BOISE, ID MARK YOUR CALENDARS!!!!!!!

The 6th Annual Idaho State Aviation Conference is scheduled for March 26-28, 1998 at the Owyhee Plaza Hotel in downtown Boise. We are planning to make this the biggest and best conference yet. But we need **YOUR** help to ensure its success.

We have broadened the spectrum of aviation-related activities, including more of the support areas that are so critical to continuing the positive impact of aviation on Idaho's economy. We want not only the flyers but also the maintainers, teachers, clubs, FBOs, airport managers, FAA, Part 135 operators, vendors, and other aviation-related interests.

For the first time ever, we are holding a teacher workshop on aviation, designed to reach out to our children and show them that aviation is a viable career choice. We are bringing all aspects of aviation together to increase cooperation and safety in our daily activities.

A kickoff luncheon is scheduled on Thursday, March 26th, with keynote speaker, Dr. Bruce Holmes from NASA speaking on the future of general aviation (GA) in the next century. There are incredible possibilities for GA and the technology and equipment is on the shelf now! Our guest speaker for Saturday's closing banquet, Robert Morgan, pilot of the *Memphis Belle*, is equally as interesting and entertaining.

In between, a variety of topics and speakers are scheduled for the enjoyment and education of the flyer and non-flyer alike. The Professional Aircraft Maintenance Association (PAMA) has joined with us to include sessions specifically oriented toward our maintenance professionals.

The Idaho Airport Managers Association has also joined our steering committee along with the Idaho Aviation Association, Idaho 99s, the Civil Air Patrol, and the FAA. We still need your help, there is much that needs to be done.

Help us make **YOUR** conference the best ever! Don't miss it! See you there!

FLIGHT INSTRUCTORS - TAKE NOTE

The Division of Aeronautics is holding a Flight Instructor Refresher Clinic (FIRC) February 14th and 15th at the National Interagency Fire Center (NIFC). We are also planning to hold a second FIRC in September or October, either in the eastern or northern part of the state. Demand will be the determining factor, so sound off and let us know if you are interested and which area would be best for you.

ADMINISTRATOR'S COLUMN

By Bart Welsh

OVERFLIGHTS OF NATIONAL PARKS

This hot potato is still around. There have been many who have been working for the last several months attempting to put some sense into the question of overflights over national parks. The Federal Government established a committee, the Parks Overflight Group (POG), to study this issue.

The concept of proposed legislation would allow any group that looked up and saw an aircraft flying over their park to place restrictions on those flights. Proposed legislation restricts all aircraft to 14,500' and above over all federal parks or federal lands. A quick look at the map shows this to be a very large portion of the western United States, eliminating, for all practical purposes, general aviation travel over these sites.

The problem lies in that control of the airspace above national parks would be given to the agencies responsible for each individual park, in most cases, National Park Service employees. There are even Native American tribes that are looking at vapor trails caused by high altitude jet airliners as a violation of the airspace over their tribal lands. In order to bring an organized resolution to the debate, the POG Committee has been working to pull together all the differing positions and develop an acceptable proposal.

The Idaho Division of Aeronautics has taken a very strong position nationally and prepared a paper opposing any overly restrictive or inappropriate legislation. It is our contention, that airspace control belongs to the FAA. They have a successful history of safety and control over commercial, military and general aviation aircraft. The system works and has served the aviation community well.

Although the committee has completed its work without final recommendation, discussions have brought forth strong opinions on both sides of the

question, none officially adopted. Hearings have continued to allow public input, however, surveys of park visitors have indicated that air travel over the parks **has not** impacted their wilderness experience.

Over 87% of the people surveyed were either unaware of any aircraft overflying their location or, if they were aware of an overflight, their experience was not adversely impacted. The remaining 13% vehemently indicated that their wilderness experience had been badly damaged and compromised by aircraft overflight and would go to any length to remove this disturbance. They also expressed fears that the aircraft would fall out of the sky, endangering them and destroying the environment. Further analysis of the survey results revealed that the overwhelming majority of the dissenting opinions (some 90%) were expressed by park employees, not by park visitors.

The debate continues and the final recommendations will probably not be made public until after the first of the year. We anticipate some restrictions will be placed on commercial air tours, but that general aviation flights will not be affected. I believe it to be of the utmost importance for each of us within the aviation community to be knowledgeable of this issue and to make our opinions known, often and loudly. We are very vulnerable to losing the opportunity and right to overfly areas of our nation that are in the public domain.

Continued on page 4

IDAHO TRANSPORTATION DEPARTMENT

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Editor of the *Rudder Flutter*, Frank Lester

IDAHO AIRPORTS

By Mark Young, Airport Maintenance Manager

JOHNSON CREEK SPRINKLER SYSTEM

The much advertised Johnson Creek sprinkler system was completed in September. Although maintenance crews did not have adequate time to thoroughly test the system following its installation, it would appear that the full length of the airport may be watered at one time. Should that be the case, caretakers will be able to irrigate the entire airport in four days or less. The design of the system will also enable caretakers to water individual sections of the tiedown area along with the full length of the runway. In this manner, they can elect not to water where aircraft are parked, and catch it the next day when those aircraft have departed.

Although traffic cones will still mark the sprinkler lines every 200' as they are watering, pilots will need to remain watchful for sprinkler heads positioned between the cones.

STANLEY

The Division would like to thank the following people for volunteering their time to construct a 12' x 24' maintenance/storage shed at the Stanley Airport: Joe Hess, Dick Waite, Marilyn Miller, Jim Eldridge and Mike Dorris. This building will enable us to store more tools and other necessary maintenance items at the airport without having to bring it with us from Boise.

WATCH FOR THE SNOWMOBILERS

Every winter we receive several calls regarding the use of snowmobiles on airports. Most of these originate from summer caretakers who happen to witness these winter time activities.

Although the use of snowmobiles on state airports is normally not authorized, it is extremely hard to police. Most of the airports are unreachable by road during the winter, eliminating the possibility of local law enforcement routinely patrolling them.

For those pilots who use the backcountry strips during the winter months, we urge you to use extreme caution. You should attempt to determine if snowmobile tracks are present before landing, as they can be extremely hazardous if caught with a ski. Airports to be especially cautious of include Cavanaugh Bay, Smiley Creek, Bruce Meadows and Magee, although snowmobilers may use others as well.

We should also note that in rare cases the Division has approved of organized snowmobile events to be held on state airports. When approved, a NOTAM will be issued in advance. The organizers of the event are then required to groom the runway following completion of activities.

GOOD BYE FRIEND

We regret to announce the passing of our Smiley Creek caretaker, Art Moretti. Art had surgery in Jerome the first week of September. Although the surgery appeared to have gone well, later complications resulted in his being transferred to Twin Falls and then to Salt Lake where he passed away on October 29th.

In the spring, Art and his wife Jennie retired to their new home in Challis, commuting between there and the airport on their days off.

Both Art and Jennie did a tremendous job for us this past summer and were well appreciated by users of the airport. We received numerous compliments regarding the work they did as well as their ability to get along with the public and their overall demeanor. They will both be missed next year.

We extend our deepest sympathy to Jennie, their family and the many friends they made over the years.



ADMINISTRATOR'S COLUMN

Continued from page 2

FCC PROPOSED CHANGES FOR LOCAL ZONING LAWS

Another item that is of concern to the aviation community is the Federal Communications Commission (FCC) Notice for Proposed Rulemaking (NPRM). NPRM Number FCC97-296, will allow the FCC to preempt state or local zoning laws to facilitate the rapid construction of new digital TV broadcast towers. This action was spurred by the congressional movement to rapidly implement digital television service across the country. The concern is not to oppose improved television broadcast quality but that the FCC wants to shorten to just 30 days the time necessary to notify the public of their intent.

Thirty days is simply not long enough to generate the proper review and response from public and governmental agencies. As proposed, failure to respond within this period of time constitutes authorization to build any tower, of any height, in any location determined by the FCC necessary to facilitate broadcasting. This would include building towers within airport and approach critical areas. In areas where these towers have been proposed, many municipalities are being inundated with applications. It is not unusual to receive 1,000 applications in a single 30-day period. Local jurisdiction, such as a board of commissioners, attempting to respond in timely fashion to 1,000 different applications is, at the very least, unfathomable.

Aeronautics has, again, responded very strongly to the FCC on this issue and has urged all municipalities within Idaho to likewise respond. It is necessary that we retain local jurisdiction over anything that will impact aircraft safety. Anyone who has flown in the Midwest or in the East, realizes the true danger that these towers can represent. There are certain areas, specifically in the Midwest, where no tall mountains exist but where virtual forests of these towers do, some growing to heights of 3,000 feet above the ground. These are not minor inconveniences and must be taken very, very seriously. It is our position that each tower application must be processed within normal channels and normal time

constraints. Clearance through the local zoning jurisdictions is essential, ensuring that each tower will be built to maximize TV reception without interfering with the safe operation of aircraft.

Although the official time for response has passed, this issue is far from concluded. Stay alert as you will hear many opinions on this topic because further action may be necessary to keep progress and aviation safety in the proper perspective.

FYI...

Every year questions are asked concerning registering aircraft and airman in the state of Idaho. According to the Idaho State Code, all airmen and aircraft living/based in Idaho must be registered with the Idaho Division of Aeronautics. The fee to register as an airman is \$12.00, paid biennially and dedicated solely to the search and rescue of downed or missing aircraft or airmen within Idaho's boundaries.

If you are an airman from a neighboring state who flies regularly in Idaho, especially if you are one who enjoys the many benefits of flying in our backcountry, it would be well worth your while to register.

You can not beat the price and besides you also receive an Idaho Airport Facilities Directory, including periodic updates, a state aeronautical chart (which is currently in the process of being updated), an Idaho Pilot decal and a subscription to the *Rudder Flutter*.

On the other hand, the fee to register an aircraft is a mere penny-a-pound of certified gross weight, maximum of \$200. This fee is paid annually and used for the maintenance and construction of airports and air navigation facilities. Registering your aircraft exempts you from any personal property taxes that may be due. Two hundred dollars is a lot less than what you may have to pay in personal property taxes on your aircraft if you fail to register.

If you know of someone who is not registered and should be or if you are not sure if your current registration has expired, please call us at (208) 334-8775 or (1-800-468-5865), and we will be glad to assist in any way possible.

FYI CONTINUED...

Hope to hear from you and see you in the GREAT IDAHO BACKCOUNTRY. Until then—Fly Smart! Fly Safe!

LORAN C

As we all know, the FAA is planning to shut down the LORAN C system in the year 2000. If you have comments on this topic and would like to be heard, you can direct them to: Joseph Davis at Booz, Allen and Hamilton, 8251 Greensboro Drive, McLean, VA 22102. Here's your chance to make your views known. Don't waste it.

SAFE PILOT AWARDS

It is that time of year again when we want to recognize those pilots who have worked diligently to enhance their safe flying record. Enclosed is the application for the award and a copy of the rules by which each application will be selected.

Please mail/FAX your application to the division by the date shown at the bottom of the application. I ask that you be as conscientious in filling out your application as you have been in accruing your safe flying. There are entries on your application where we rely on you for their accuracy, either by choice or necessity. We have made changes over the years to simplify the selection criteria but, in the final accounting, it's up to you to ensure the credibility of the program.

I have received various comments over the last few months criticizing the program, minimizing its usefulness in promoting safety and failing to encourage full participation of pilots throughout the state. If this is the case then I challenge you to improve the program and make it credible.

In your estimation, what constitutes a safe pilot and how would you measure it? I'm anxious to hear your comments. Any program that encourages safety **IS IMPORTANT!** So please help me give you a program that you will participate in.

Those of you interested in last year's awards, they have not been lost or misplaced. You will receive them along with this year's awards. That translates to around April for most of you. I apologize for the delay and intend to correct it at the earliest opportunity. If you have a question, please feel free to call.

ANOTHER TOOL FROM AERONAUTICS

Aeronautics has a supply of "stickers" that can be used to copy your departure instructions. Boise, as well as, other Class C and Class B airports, all need us to write down and repeat back clearance information. These stickers come in pads of 25, allowing you to keep it in your flight bag until you need it.

ATC Clears TO _____
VIA _____

ALT. DEP.FREQ. SQUAWK _____

If you would like a pad of the clearance stickers you can stop by our office **or send a self-addressed stamped envelope to:** Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129.

By the way, if anyone is a little nervous or unsure about the procedures at Boise, please give us a call. One of the state pilots will be happy to review with you operations within Class C airspace. You need an operable two-way radio and transponder with altitude encoding capability (FAR 91.215). If you wish, an instructor will ride with you to ensure you are comfortable. There is no charge for this. It is part of our overall effort to improve aviation in Idaho.

Flight Plan

By Don Wiggins, FAA, AFSS

The Flight Plan is one of the cheapest insurance policies you'll ever buy. The only premium you pay is a few minutes of your time. When you have requested and received a preflight briefing, you have already given the briefer more than half of the information required for a flight plan.

The flight plan is used to help the Automated Flight Service Station (AFSS) keep track of inbound traffic and, when an aircraft becomes overdue, it aids in search and rescue. It also lets you fly with peace of mind, knowing that if anything goes wrong, somebody is looking out for your well being.

It is strongly recommended that a VFR flight plan be filed. This will ensure you receive VFR search and rescue protection. This protection is not a part of VFR Flight Following, which is strictly a traffic advisory service on a workload permitting basis.

To obtain maximum benefits from the flight plan program, flight plans should be filed directly with the Automated Flight Service Station. The Flight Service Briefer will provide aeronautical and meteorological information while accepting your flight plan. The radio may be used to file if **no other means is available**.

Information Required for the flight plan form:

1. Type of flight (IFR or VFR)
2. Aircraft Identification
3. Aircraft Type (with equipment suffix)
4. True Airspeed
5. Departure Point
6. Proposed Departure Time (Zulu time)
7. Proposed Flight Altitude
8. Proposed Route of Flight
9. Destination Airport
10. Estimated Time Enroute
11. Any Remarks you want added
12. Fuel on Board (Hr. & Min)
13. Alternate Airport(s)
14. Pilots name, Aircraft Home Base & Home Phone Number
15. Number of persons on Board

16. Color of Aircraft

17. Destination contact/telephone (Optional)

If you land at a location other than your original intended destination, report this to the nearest AFSS telling them your original destination and request updated enroute information. Also notify the nearest AFSS if your ETA will be changed by 30 minutes or more, for any reason. Although position reports are not mandatory for VFR flight plans, periodic reports to the AFSS's along your route are a very good practice. Such reports permit significant information to be passed to the aircraft and also serve to check the progress of your flight. When a "stop-over" flight is anticipated, it is recommended that a **separate** flight plan be filed for each "leg", especially if the stop is expected to be one hour or more in duration.

Close your VFR Flight Plan

Pilots are responsible for ensuring that their flight plan is closed. You should close your flight plan with the nearest AFSS either by radio or by landline (1-800-WX-BRIEF). If one is not available, you may request any ATC facility to **relay** your cancellation to the AFSS. Control towers **do not** automatically close VFR flight plans. If you fail to close your flight plan within 30 minutes of your ETA, search and rescue procedures are started.

A flight plan is the most timely and effective indicator that an aircraft is overdue. Flight plan information is invaluable to search and rescue forces, for planning and executing search efforts.

Remember you only spend a moment of your time to file and close your flight plan. You can also file your flight plan on the Fast File System. Dial 1-800-WX-BRIEF. Listen to the announcement and after you hear a short ring, press 401. You will hear a short explanation of how to use the system, then leave your information, and be on your way, secure in the knowledge that the Automated Flight Service Station will be watching out for you.

WE REALLY DO PROVIDE A SERVICE!!

It is yours for the asking-

"USE IT OR LOSE IT"

CALENDAR OF EVENTS

FEBRUARY

- 14-15 Idaho Division of Aeronautics
Flight Instructor Refresher Clinic. Boise, ID.
(208) 334-8776/1-800-468-5865
- 21-22 Northwest Aviation Conference and Trade
Show, Puyallup, WA.
(253) 588-6098
- 26-28 Montana Aviation Conference. Holiday Inn.
Billings, MT.
(406) 444-2506

MARCH

- 12-14 Women in Aviation Conference.
Denver, CO.
(937) 829-4647
- 26-28 Idaho Division of Aeronautics - 6th Annual
Idaho Aviation Conference. Boise, ID.
(208) 334-8776/1-800-468-5865
- 26-27 Idaho Aviation Conference for Teachers.
Boise, ID. Part of 6th Annual Conference.
(208) 334-8776/1-800-468-5865

APRIL

- 19-25 Sun 'n Fun. Lakeland, FL.

MAY

- 14-17 Challis River of No Return Mountain
Flying Clinic. Challis, ID.
Bob Plummer, (208) 879-2365.
- 22-25 International 180-185 Club Fly In.
Flying B, Salmon, ID.
Al Hewitt, (206) 941-3052

JUNE

- 6 AOPA Fly-In. Frederick, MD.
AOPA, (800) 942-4269
- 11-14 Challis River of No Return Mountain
Flying Clinic. Challis, ID.
Bob Plummer, (208) 879-2365.

- 17-20 McCall Mountain/Canyon Flying Seminars
FAA Wings approved instruction in the
backcountry. McCall, ID
Lori MacNichol/Amy Hoover,
(208) 634-1344

- 24-27 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover,
(208) 634-1344

JULY

- 8-11 McCall Mountain/Canyon Flying Seminars
McCall, ID
Lori MacNichol/Amy Hoover,
(208) 634-1344
- 10-12 Flying Farmers - exploring the
Lewis and Clark Trail. Lewiston, ID.
Belinda Zephir, LWS Airport,
(208) 746-7962

- 15-18 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover,
(208) 634-1344

- 22-25 McCall Mountain/Canyon Flying Seminars
Lori MacNichol/Amy Hoover,
(208) 634-1344

- 29-8/4 EAA Oshokosh '98.

- 31-8/2 International 180-185 Club Fly In.
Johnson Creek, ID.
Al Hewitt, (206) 941-3052

SEPTEMBER

- 28-30 World Aviation Congress & Exposition.
Anaheim, CA. (412) 772-7131

OCTOBER

- 19-21 NBAA Annual Meeting & Convention.
Las Vegas, NV.
(202) 783-9362

To get your upcoming event published in the *Rudder Flutter* send information to: Rudder Flutter, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129. Be sure to include dates, locations, contact person, phone number(s) and any other pertinent information.

MONTHLY BROWN BAG LUNCHES IN BOISE

Back by popular demand and better than ever is the FAA Brown Bag Lunch. Master of Ceremonies, John Goostrey, our local FAA FSDO SPM (Seriously Persistent Man) in conjunction with the Division of Aeronautics has painstakingly studied a myriad of ways to improve attendance at these gala affairs. He has come to the unavoidable conclusion that aside from an hour of camaraderie, revelry and serious discussion, the missing ingredient is **FOOD!**

Yes, they are back and, seriously, another effort by both the FAA and Aeronautics to inform you of important topics involving aviation. Although notices of upcoming lunches, held the first Wednesday of every month at the Division of Aeronautics, will only be sent to Boise area pilots, the meetings are open to anyone interested in attending. We only request that you call to let us know that you intend to come so that we can plan accordingly.

Food and pop are available on a first come, first served basis and a small donation (only if you partake of either) is requested to help defray some of the costs. Give John or Aeronautics a call to find

**IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129**

(ADDRESS CORRECTION REQUESTED)

out the subject of discussion. In November we had a presentation and display by Lifeflight, December was Dan Denny and the Papa 51 and January was Don Lojek, a local aviation attorney. More topics of interest are being planned for future meetings. If you have one that you think will be especially interesting, let us know.

LOOKING BACK...

This is a glance back at aviation history, as recounted by the Secular Sense Newsletter, St Francis Fraternity of Reno:

Today, we feel quite secure as we fly. But airline travel was very different in the 1930's. The following instructions are from one of the first manuals for flight attendants:

- ◆ *Keep the clock and altimeter wound up.*
- ◆ *Carry a railroad timetable in case the plane is grounded.*
- ◆ *Warn passengers against throwing cigars and cigarettes out the window.*
- ◆ *Keep an eye on passengers when they go to the lavatory, to be sure they don't mistakenly go out the emergency exit.*

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